

January 24, 1917

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MILFORD LANE, STRAND, LONDON, W.C.

THE ILLUSTRATED WAR NEWS.  
JANUARY 31, 1917.

EACH NUMBER COMPLETE IN ITSELF.

1387 New Series. —PART 34

# THE ILLUSTRATED WAR NEWS



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THE ITALIAN NAVY AT WORK.

MAKING BULLETS FOR SHRAPNEL-  
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DRAWINGS AT VERDUN BY GEORGES  
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Jan. 24, 1917

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TELEPHONE POST, WITH WIRES.

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other of the front, or between front and  
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ILLUSTRATED LONDON NEWS AND SKETCH, LTD.  
e, W.C.—WEDNESDAY, JAN. 24, 1917.

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The Illustrated War News, Jan. 31, 1917.—Part 34, New Series.

# The Illustrated War News



PRINCESS PATRICIA IN A WAR HOSPITAL: TEACHING WOUNDED CANADIANS FANCY NEEDLEWORK

Drawn by S. Bege.



**IMPORTANT NOTICE: "THE ILLUSTRATED WAR NEWS."**

*Beginning with the issue dated February 7th, the price of "The Illustrated War News" will be raised one penny; that is, to Sevenpence. In the same way our contemporaries will raise their price. This has been made necessary by the great increase in the cost of paper and of all other materials used, in the cost of labour and of transport. We feel sure that our readers will support us as before, realising that we should not raise the price of our Paper unless such action were really necessary. It should be added, further—and the point seems hardly to call for emphasis—that the Paper will be kept at its present high standard of illustrations and letterpress. The normal price of sixpence will be resumed as soon as possible.*

**THE GREAT WAR.**

By W. DOUGLAS NEWTON.

WE are passing through a period conspicuously reticent in major events, though extremely vigorous in episodes of a small but dashing kind. It is a period in which the military note writer can feel almost grateful for Mr. Wilson and his habitual air of negotiation. All the same, though I am not going to refer to the American President's speech, the period and the trend of the period are interesting; for it is a period of finesse, of feinting, and feeling for and testing the enemy's strength. It is also a period which shows that winter does help war, under certain conditions, rather than retard it.

If winter prevents big actions, it certainly gives opportunities for small ones; and this welcome frost, although it may not remain ice-hard long enough for big ventures, yet allows much raiding, a great deal of aerial observation, and a resumption of the gunnery work on the alert fronts. The finger of the frost can be read in the many reports of raids in the West; and, more than that, we can see how frost developed a war of something more than raiding over areas that, even in summer, are usually impossible for war. The swampy districts have become battlefields, and there is fighting both at Riga and at the Danube delta by kind permission of a thermometer below freezing point.

On the Riga front the effort across the frozen marshes by which the Russians lately gained good ground, to the detriment of the Mitau defences, has brought about a big counter-effort from the German side. Attacking at points twenty miles apart, and over a period of several days, the

Germans appear to have had the best of the exchanges so far, although the battle is not yet ended. Though the fighting extended to a point south of Riga, the chief power seems to have been brought to bear on the front taken by General Dimitrieff's troops—that is, the front on the Aa and the Tirul Marsh. Here some of the captured ground has been won back by the Germans, though not all the Russian gains have been retaken, while at points the Russians show an ability to make local movements of importance.

The meaning of the fighting here is not quite clear, unless Mitau is the point of contention. It is all to the benefit of Russia to endanger and capture this pivotal town, which is also the most considerable centre of reinforcement and supply in the district; and, by contrast, it is therefore all to the benefit of the Germans to safeguard Mitau. Meanwhile, the fighting

is satisfactory enough from the Allies' point of view. The more reserves the enemy throws on to the Riga front, the less he has for the Roumanian and other fronts.

The theories we have to consider with regard to Mackensen's movements in Roumania are: whether his big drive has run out of energy; whether he now considers the Sereth line too strong for him; or whether his present pause is merely a recuperative halt in which he is collecting his strength in order to force the river. To support the first theory, we have evidence which seems to prove that the German progress has shown definite signs of slackening in the past few weeks; while, on the other hand, the Allies have



ALGERIAN COOKERY ON THE WESTERN FRONT: SPAHIS (LIGHT CAVALRY) ROASTING A LAMB FOR A RITUAL FEAST.—[Photograph by C.N.]

received heavy reinforcements to apply the weight fully at certain points. The Sereth line is too strong in reinforcements that, although the Russians back Nanesti and capture Sereth bridgehead. Fundini, he has no very great hope to develop a victory gives him a good hold on the river, a certain benefit of position and might open that would bring directly to Galatz. failure of the Bulgarians to make good their capture below Tultcha, on the southern arm of the Danube Delta, is an argument in favour of the theory also: but, at the same time, all things might be done in favour of the situation that Mackensen is holding back until he is able to deal a small blow. In this respect conditions on the front at present offer advantages which they offer no other time. Between the southern and northern arm of the Delta there is nothing but a morass, impassable at most seasons, but possibly passable under winter conditions. The river defence, by monitor, is rendered difficult by ice, so that the chances of a difficult task are favourable. The forcing of the passage here would widen the front of attack too, and the Germans would be able to exert a greater leverage of power than possible if driving at the one narrow crossing at Fundini. That the Bulgarians muffed the



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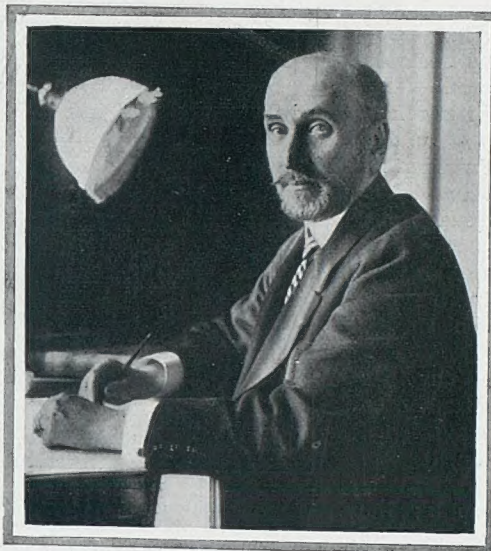
received heavy reinforcements, and have been able to apply the weight of these new masses successfully at certain points. The theory that the Sereth line is too strong is based upon this new strength in reinforcement, and also on the fact that, although the enemy has been able to drive the Russians back from Nanesti and capture the Sereth bridgehead at Fundini, he has shown no very great hurry to develop a victory which gives him a good tactical hold on the river, a certain benefit of position, and might open a line that would bring him directly to Galatz. The failure of the Bulgars to make good their crossing below Tultcha, on the southern arm of the Danube Delta, is an argument in favour of this theory also: but, at the same time, all these things might be offered in favour of the suggestion that Mackensen is holding back until he is able to deal a smashing blow. In this respect the conditions on the Delta at present offer advantages which they offer at no other time. Between the southern and northern arm of the Delta there is nothing but a morass, impassable at most seasons, but possibly passable under winter conditions. The river defence, by monitor, is rendered difficult by ice, so that the chances of a difficult task are favourable. The forcing of the passage here would widen the front of attack too, and the Germans would be able to exert a greater leverage of power than possible if driving at the one narrow crossing at Fundini. That the Bulgars muffed the

attempt on the present occasion is certain, for, after gaining their ground under cover of fog, they were caught and rather badly beaten by the Russians, about four hundred being captured and the few that remained forced back over the stream. The attempt did not seem a powerful one, and may

have been a test, or a feint attack; so that the theory that holds Mackensen to be waiting for an accumulated power is still among the possibilities. It may be that the next few weeks will see one of the three theories made a decisive fact. Meanwhile, Mackensen stands with only the Sereth defences between him and Bessarabia, with Odessa—said to be the Holy City of Hindenburg's mind—but 120 miles away.

The frost, by the way, has not gone altogether to the side of the enemy, or even to the side of armies. It seems a fact that it was the condition of frost that drove the Zeebrugge destroyer flotilla out into the North Sea on a run for home; and, if that is the case, the British Fleet has to

thank the climate for one of their rare opportunities of striking at the German Navy. The German Admiralty report speaks of an "enterprise" on the part of the flotilla, and one of the two engagements on the night of the 23rd may well have been that. The German communication, however, besides omitting a fight that the British Admiralty reported, is so full of the now well-known strategy of omission that we have grounds for doubt and for believing the stories told by



THE NEW RUSSIAN AMBASSADOR TO GREAT BRITAIN:  
M. SAZONOFF.

M. Sergi Dimitrievitch Sazonoff has long been known for his strong friendship for England. He was at the Russian Embassy in London as Second Secretary from 1893 to 1894, and as Councillor from 1904 to 1906. At Petrograd since then he has been President of the Russo-British Chamber of Commerce. M. Sazonoff was Foreign Minister at Petrograd from 1910 to last July.

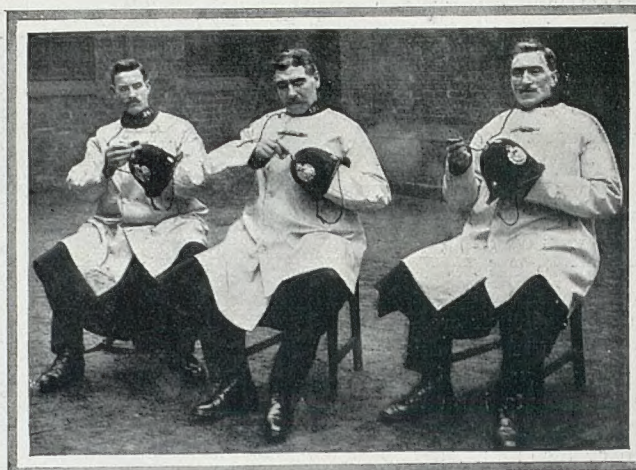


AN ARTIST WHOSE WORK OFTEN APPEARS IN THE "ILLUSTRATED LONDON NEWS": M. LUCIEN JONAS SKETCHING A GERMAN PRISONER AT A VERDUN DETENTION CAMP.—[Photograph by C.N.]



the seamen of the destroyer that took refuge in the Dutch harbour of Ymuiden. According to these, the German flotilla, having broken out of Zeebrugge in fear that the ice might imprison them there, were steaming to a German home port when they were surprised by a section of the British fleet off the Dutch coast. The suddenness of the attack seems to have been complete, for, after being very badly hammered, the German flotilla stampeded. What happened to the flotilla is lost in the mists of the German Admiralty archives. The flotilla leader, *V 60*, was so badly knocked about that she could only limp off under cover of the night, and make Ymuiden in a badly damaged state. The tale of her losses is made interesting and unveracious by its variety of detail; but it seems certain that the Division Commander, as well as other officers, was killed. Another destroyer was seen by Dutchmen to be steaming north as hard as it could. The official British version of this fight is that our light forces in the North Sea encountered this squadron, and, after a short engagement, in which considerable punishment was dealt out, the enemy scattered, having certainly lost one destroyer sunk; the night interfered with a full observation of results. This report agrees rather with the story of the *V 60* crew than with the Berlin account. From the crew we learn that the British did possess all the benefits of surprise, that the British gunnery was painfully accurate, and that the German ships did scatter because of the bad hammering they received. It is obviously true that the German

sank one ship and sent another home in sinking condition. We can understand the German method of "reporting" better when we see that this communiqué compares closely with the British news of a *second* fight. This fight was a short and sharp engagement between the rival forces off the Schouwen Bank on the same night.



BIRMINGHAM POINTS THE WAY: WHITE-COATED POLICEMEN FIXING ELECTRIC GLOBES TO THEIR HELMETS.

Birmingham may well be accepted as a pioneer in solving the problem of the darkened streets. Police and public in that progressive city are protected by the equipment of the police at night with white coats and with electric globes in their helmets. For point duty the idea is well worth imitating.

Photograph by L.N.A.

In that encounter one of our destroyers was struck by a torpedo and so damaged that she had to be sunk by our own hands later. There were no other casualties in either fight. Thus, by a judicious publication of an account of *one* fight only, fuller facts of losses were obscured. On the night of January 25 a German war-ship shelled the coast of Suffolk, causing no casualties, and doing very slight damage.

The land fighting on the West has been brisk in raids, aviation work, and in gunnery, thanks to the clearer and more frosty days. A good many of these raids have occurred between Ypres and Arras. The enemy entered our trenches on one or two occasions, but in the main he shows no particular faculty for this kind of work, and his efforts are frequently stopped at the very outset. In the air there has been a great amount of individual fighting of which the Allies have nothing to complain; and there has been at least one big and admirable raid—that of sixteen British naval planes, which attacked the coal and iron district of the Saar, and dropped big bombs on the blast-furnaces of Burbach.

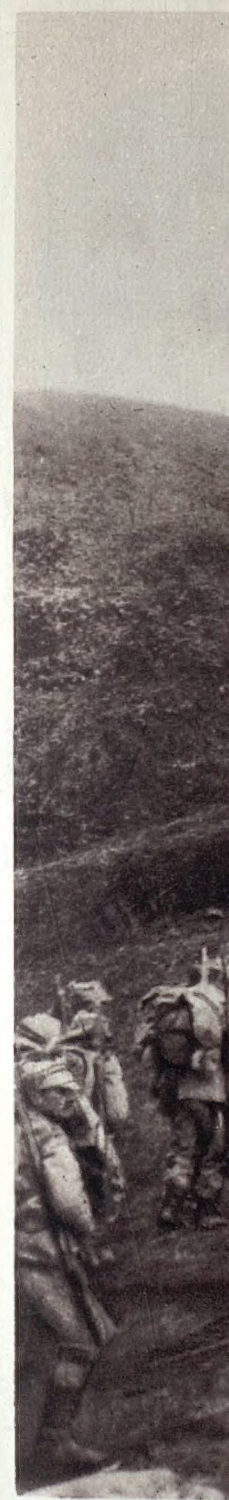
LONDON: JAN. 29, 1917.



HIGHLANDERS IN LONDON: A TRIBUTE TO ROBERT BURNS.

On January 25, the anniversary of the famous poet's birthday, some Seaforth Highlanders placed a wreath at the base of the statue of the Scottish national poet, in the Embankment Gardens.—[Photograph by L.N.A.]

official account is false. The Germans state that their "enterprising fleet" was met by a British force, but not only did their vessels (with the exception of *V 60*) escape unhurt, but that they



# ON THE MARCH

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## With the Roumanian Army in the field.



### ON THE MARCH AND READY FOR BATTLE: A COLUMN OF THE REORGANISED ROUMANIAN FORCES.

The Roumanian Army, in spite of its severe reverses and the rough handling that it has undergone during the past six months, in making its stubborn resistance to the horde of Germans, Austrians, and Bulgarians brought against it by Marshal von Mackensen and General von Falkenhayn, has yet preserved its integrity as a fighting force. It is still an army "in being," and one capable of making

good." With its cadres refilled, and supported by Russian reinforcements, it has again taken the field in force and reassumed a general offensive. One of the Roumanian columns is shown in the above illustration, while on the move. The soldiers are seen in heavy marching order. They have their packs on and their stretcher-bearers are near at hand.—[Photo, by Illustrations Bureau.]



# War-Time Snow Scenes on the Western front.



## FEEDING MEN IN TRENCHES: A MOTOR-WAGON RATIONS CONVOY;—A TRENCH-ROAD COFFEE-STALL.

During January, the grip of winter fastened on all fronts all over Europe with intense severity. Heavy snow was reported from all the various sectors, causing a temporary lull in infantry operations nearly everywhere, on any large scale. Meanwhile, of course, camp life went on as usual—men and horses must be fed. As to that, there was no slackening, everything went on regularly and

satisfactorily. In these two winter-campaign scenes on the Western Front we see how our men in the trenches were looked after. The upper illustration shows a motor-wagon convoy with rations on the road. The lower shows one of the highly appreciated coffee-stalls, officially organised, to be found at many cross-roads for men coming from, or going to, the trenches.—[Official Photographs.]



## WINTER WAR

The nature surroundings English countryside winter covered road and, in the village cottages with the up in their midst. The battle-front in the West,



Jan. 31, 1917

ern front.



TRENCH-ROAD COFFEE-STALL.

Two winter-campaign scenes on the Western front. The upper illustration shows a motor-wagon convoy with ration carts to be found at many cross-roads for men in the trenches.—[Official Photographs.]

Jan. 31, 1917

THE ILLUSTRATED WAR NEWS.

[Part 54—  
New Series]

## War-Time Snow Scenes on the Western front.



WINTER WAR: TAKING TRANSPORT HORSES FOR WATERING;—WATCHING FROM A TRENCH.

The nature surroundings in the upper illustration present quite an English countryside winter's day appearance: the tree-fringed, snow-covered road and, in the background, the snow-mantled roofs of village cottages with the low steeple of the village church standing up in their midst. The locale is actually close behind the British battle-front in the West, and transport horses are seen being taken

down to a stream near for watering—one of the regular routine duties of service in peace and war. The lower illustration will appeal to all with friends in the trenches in the snowy January weather of this year. It shows how watch for every enemy move in the open has to be kept at the extreme front, a watch made all the more trying in such untoward conditions.—[Official Photographs.]





## Clearing-up on the Battlefield after Battle on the



### ARTILLERYMEN SALVING THE REMAINS OF A SHATTERED GUN

Modern battlefields are "gleaned" by the ordnance and equipment departments after every engagement as systematically as any rural harvest-field in autumn is gone over by village folk. A regulated scrutiny of the ground is made and war material of all kinds, however damaged, is collected and removed to the rear. There it is sorted and sent away to be dealt with,

### PREPARING TO HAUL AWAY THE

and if possible rendered again serviceable. The remains of fallen soldiers, arms, accoutrements of fallen soldiers, and horse team and limber are seen removing



# the Battlefield after Battle on the Western front.



THE REMAINS OF A SHATTERED GUN. PREPARING TO HAUL AWAY THE DÉBRIS WITH A LIMBER-TEAM.

After every engagement as systematically as the duty of the ground is made and war material it is sorted and sent away to be dealt with, and if possible rendered again serviceable at repairing workshops and munition-factories maintained specially for such work. Guns, pieces, accoutrements of fallen soldiers, are all brought in for further disposal. In the illustration, French artillerymen with a horse team and limber are seen removing the apparently hopelessly smashed remains of a gun. — (Photo by C.A.)



## THE BEGINNINGS OF WAR-MACHINES: TRAIN SERVICES.

THE earliest railway locomotive was the tramway engine designed by Richard Trevithick in 1803 for hauling minerals (Fig. 1). Its wheels, driven through a series of gears by a horizontal cylinder at its forward end, were provided with cross grooves on the tyre-treads, as the inventor anticipated that smooth wheels would not get a grip on smooth rails. Experiments by Mr. Blckett, of Wylam Colliery, with the help of his assistant, William Hedley, resulted in the adoption of smooth wheels in their engine, "Puffing Billy" (Fig. 2), produced in 1813, the first to use the system now universal.

At this period George Stephenson, the designer and builder of the first really successful locomotive, turned his attention to this subject. In his first engine, built in 1814, the exhaust-steam, escaping through a contracted nozzle into the chimney, was first used to induce a draught through the fire. This device is employed in all locomotives to-day. Its influence on the generation of steam is such that the success of the early locomotive was due markedly to its adoption. The "Rocket" (Fig. 3), built by George Stephenson for the Liverpool and Manchester Railway in 1830, drew a train weighing thirteen tons on its trial trip at an average speed of twenty-nine miles an hour. It made such an impression that the directors of the railway decided to employ locomotives for their trains instead of fixed winding engines as suggested by many leading engineers of the day.

The value of the railway in the transport of troops was recognised at an early date in its development, a British regiment being conveyed a distance of thirty-four miles in two hours on the above-mentioned Liverpool and Manchester line in the year 1830. As the journey would have required two days if accomplished on foot, the military advantage to be obtained from this new means of transport made a great impression. The first occasion on which large bodies of troops were carried by rail was in the transfer of 30,000 Russians from Poland to join the Austrians in the Hungarian War of 1849. In the Italian campaign, ten years later, the French conveyed 115,000 men, 25,000 horses, with carriages and ammunition, by the same means. The first extensive and systematic use of railways for

military purposes, however, really occurred in the American Civil War of 1861-65, when the existing railways were taken over by the Federal Army and others constructed where necessary. The administration and organisation of the railway branch of the Federal service was remarkably efficient, considering the difficulties it had to face, and some astonishing feats were accomplished. To mention one case, 23,000 men, with horses, artillery, and transport, were carried over a distance of 1192 miles in seven days.

The value of military railways was recognised in Germany as early as 1833. Nine years later, a scheme was evolved for covering that country with a system of strategical lines which could be used for commercial purposes in peace time, but which were so laid out that they would facilitate simultaneous military operations on the eastern

and western frontiers. When the Franco-German War broke out in 1870 these railways amply justified their existence, 456,000 men, 135,000 horses, and 14,000 guns and carriages being rapidly concentrated on the French frontier.

Whilst the value of rail transport in the concentration of troops can scarcely be exaggerated, its assistance in the

removal and distribution of the wounded is of equal importance. By its means it is possible to convey large numbers of patients in a very short time to a distance from the scene of operations and distribute them over a large area, so avoiding the high rate of mortality inevitable with overcrowding in these circumstances. The military railway between Balaclava and Sebastopol, in the Crimea (1854), was the first line used for conveyance of wounded, but no special vehicles were employed, the wagons carrying stores to the front being used to convey the wounded on the return journey. In the Italian War of 1859 the wounded of both Italian and French armies were removed in ordinary railway-trucks, the bottoms of which were covered with straw. In 1859 experiments were made in Germany as to the practical value of hammocks suspended from hooks in the roofs of goods-wagons for the conveyance of wounded, but no satisfactory results were obtained. In the American Civil War the question of scientific ambulance work on the railway was first regularly considered.

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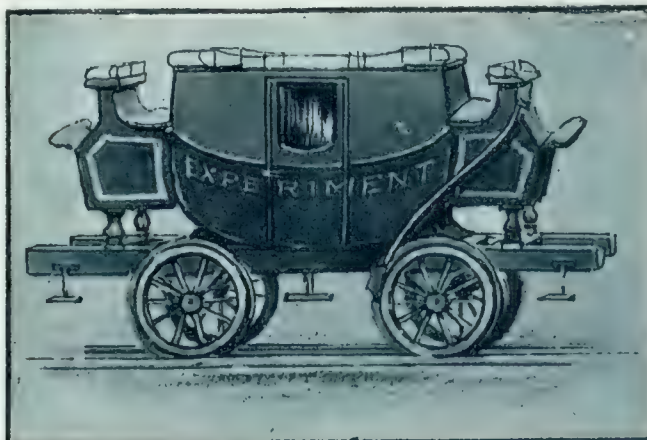
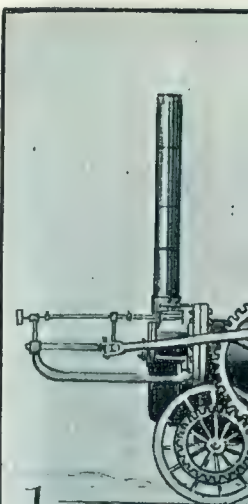
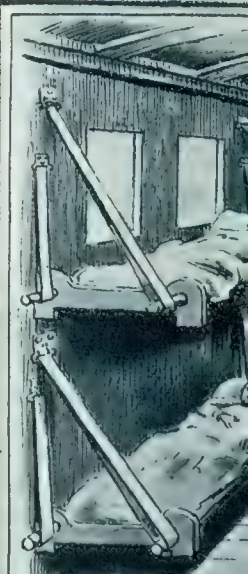


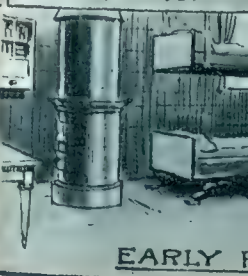
FIG. 11: THE "EXPERIMENT," THE FIRST RAILWAY TRAIN PASSENGER "COACH"—1825.



1 THE EARLIEST TR BY TREVITHICK



COTS SUSPENDED LEATHER STRAPS SIDE OF CAR.



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### ARMY RAILWA

(Continued.)  
In the early part of the ca as ambulance-cars, some of for ventilation. The patients straw or pine boughs. In carrying several tiers of stretcher-handles were suppo



## MAIN SERVICES.

however, really occurred in the of 1861-65, when the existing over by the Federal Army acted where necessary. The organisation of the railway service was remarkably the difficulties it had to face, ng feats were accomplished. se, 23,000 men, with horses, port, were carried over a les in seven days.

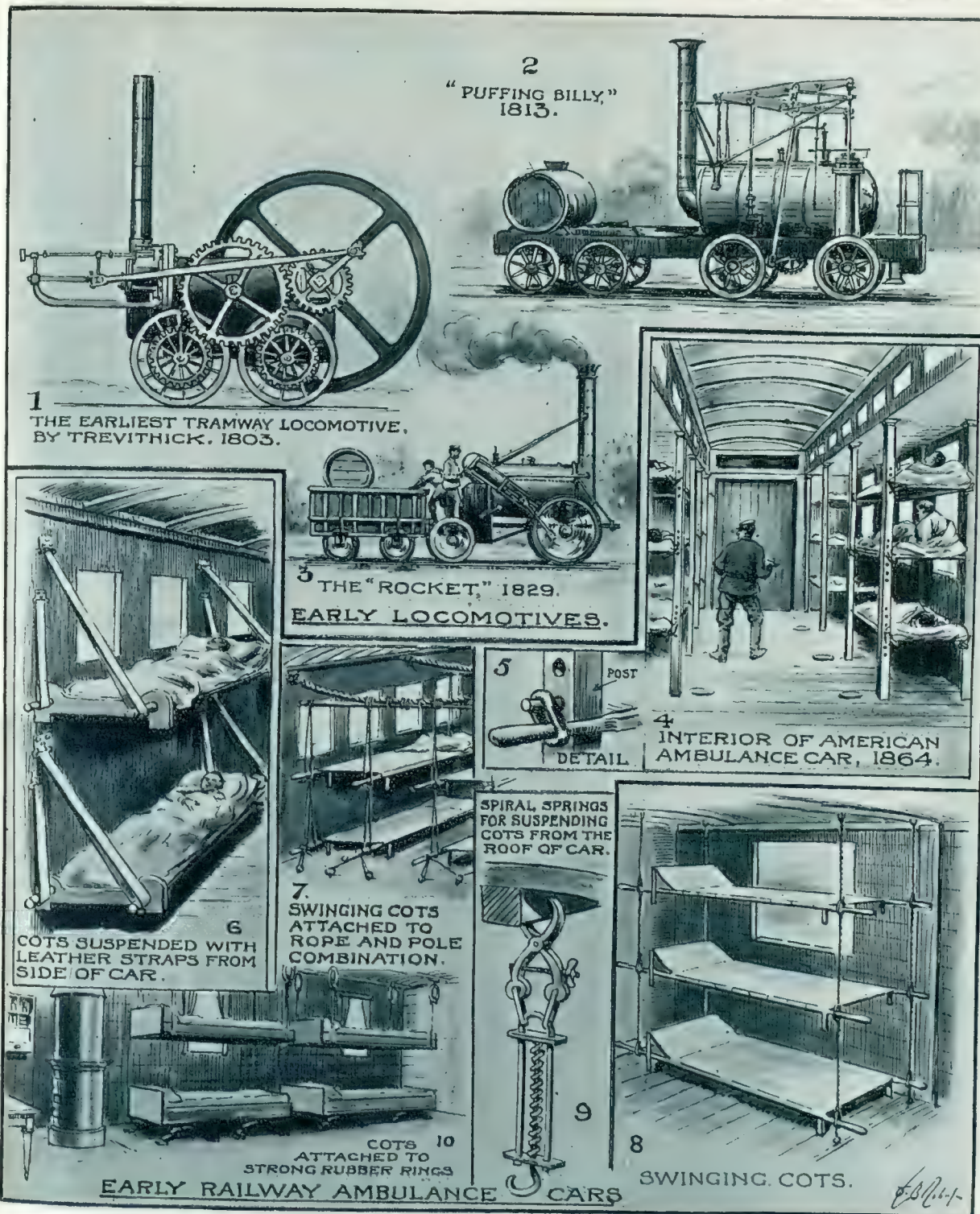
itary railways was recognised as 1833. Nine years later, a l for covering that country ategical lines which could be purposes in peace time, but ut that they would facilitate y operations on the eastern and western frontiers. When the Franco-German War broke out in 1870 these railways amply justified their existence, 456,000 men, 135,000 horses, and 14,000 guns and carriages being rapidly concentrated on the French frontier.

Whilst the value of rail transport in the concentration of troops can scarcely be exaggerated, its assistance in the

tion of the wounded is of By its means it is possible nbers of patients in a very distance from the scene of tribute them over a large the high rate of mortality overcrowding in these circum- ary railway between Balaclava ne Crimea (1854), was the first eyance of wounded, but no employed, the wagons carry- nt being used to convey the urn journey. In the Italian ounded of both Italian and removed in ordinary railway- of which were covered with iments were made in Germany value of hammocks suspended roofs of goods-wagons for the ounded, but no satisfactory ed. In the American Civil ot scientific ambulance work first regularly considered.

[Continued opposite.]

## The Beginnings of War-Machines: Ambulance-Trains.



## ARMY RAILWAY SERVICE IN WAR: EARLY LOCOMOTIVES AND AMBULANCE-CARRIAGES.

[Continued.] In the early part of the campaign, large freight-cars were used as ambulance-cars, some of these having large window spaces cut for ventilation. The patients were laid on mattresses resting on straw or pine boughs. In 1864 a special ambulance-car (Fig. 4), carrying several tiers of stretchers, was put into commission. The stretcher-handles were supported by rubber rings (Fig. 5), looped

over pegs on upright posts fixed between the floor and the roof of the car. Figs. 6, 7, and 8 show other adaptations of the same idea. The Federal authorities went further, and constructed ambulance-trains similar to those in use to-day, consisting of specially designed cars—a kitchen, dispensary, store-room, and staff quarters being provided.—[Drawn by W. B. Robinson.]



### African Troops on the Western front.



#### WITH THE SENEGALESE: PRACTISING THE NEW BAYONET ATTACK;—CARRYING AERIAL TORPEDOES.

The battalion of French Senegalese troops seen here is shown at field drill, practising a bayonet attack across an enemy's trench-line in the open, on the plan of the new French tactical battlefield-advance formation. That was introduced during the past year, and put into practice in action on the Somme and at Verdun, with remarkably satisfactory results, both as a fighting method and as

a preventive of unnecessary casualties. As hand-to-hand fighters, the Senegalese have on many occasions crossed bayonets with the Germans, and the enemy had good reason to remember the ferocious onset of the "Black Demons," as they call the Senegalese. A Senegalese detachment bringing up a supply of aerial torpedoes to the trenches is shown in the lower illustration.—[Photos, by G.N.]



#### A GERMAN HOWITZER

The overwhelming effect of the late, preliminary to attack, the above illustration shows a German howitzer in a trench, a howitzer of fallen earth, enemy's lines. Practising



front.



#### CARRYING AERIAL TORPEDOES.

casualties. As hand-to-hand fighters, many occasions crossed bayonets with the and good reason to remember the ferocious "sons," as they call the Senegalese. A ing up a supply of aerial torpedoes to the lower illustration.—(Photos. by C.N.)

#### A "find" in a Captured Enemy Trench.



#### A GERMAN HOWITZER SMOTHERED IN ITS POSITION: THE CAPTORS DIGGING OUT THEIR "FIND."

The overwhelming effect of the bombardment of a German trench-line, preliminary to attack by infantry, is tellingly brought out in the above illustration of a completely overthrown enemy gun position. It shows a German howitzer being dug out from under a heap of fallen earth by French soldiers after the capture of the enemy's line. Practically the German trench-line has been erased

out of all semblance to its former shape by the hail of shells on it. The howitzer is seen embedded below the surface, with its muzzle and recoil-cylinders protruding from underneath a heaped-up mound of soil that the explosion of a big shell literally shovelled over it, smothering it at the breech-end, where at the moment the German gunners' detachment would be. (Photo. by C.N.)



## ROMANCES OF THE REGIMENTS: XXXIV.—THE 57TH FOOT.

## THE BOXED SENTRY.

IN 1798, when Pitt raised the Supplementary Forces, one of his promising recruits was drafted into the old 57th, or West Middlesex Regiment, now the 1st Duke of Cambridge's Own (Middlesex), and was sent to Gosport to guard French prisoners of war. Some two thousand of these were confined in a temporary building, known as Fortune Prison, a notoriously insecure place, from which escapes were frequent. At a distance of twelve feet from the wall of the main building a palisade surrounded the whole structure, and outside this palisade thirty sentries kept guard night and day. Every man had his box and every box was numbered. Every quarter of an hour each sentry in order called his number, adding "All's well."

If there was any omission of a particular number, the patrol at once hurried to that spot to see what was wrong.

As soon as our militiaman, William Parsons, had got through his recruit drill, he was detailed

opposite the mouth of a blind alley, and the palisade came at this point so near the wall of a yard belonging to the Blue Boar public-house that the sentry had only a narrow lane in which to walk up and down.

At every other post lanterns were hung up on the palisade; but here no lights were permitted, as the point faced the sea. The sentry therefore had to do his best in a dark, confined space, where he might easily be set upon unawares.

Private Parsons liked his job less when the veterans among his comrades decreed that, although he was not detailed to No. 11 Box, there he should go. If anyone was to be killed, better that it should be one of Billy Pitt's Tear-droppers, than an old soldier. William took it quietly, but when

the night closed in amid a terrific storm of wind and rain, he felt so uncomfortable that he appealed to the Sergeant for permission to take his proper post.

"You should have complained sooner," said



AT A DEPÔT OF THE SOLDIERS OF OUR OLDEST COLONY.—A WRESTLING BOUT BETWEEN TWO NEWFOUNDLANDERS.

Photograph by Newspaper Illustrations.



NEWFOUNDLANDERS PREPARING TO FIGHT FOR THE EMPIRE: BAYONET-FENCING PRACTICE AT A REGIMENTAL DEPÔT.—[Photograph by Newspaper Illustrations.]

for night duty at the prison. He did not relish it, for there had been several casualties, particularly at Post No. 1 where a sentry or two had been assassinated. The spot was well suited for dark deeds. The sentry-box stood almost

the N.C.O. "I'm not going to alter the whole arrangement of the guard to please a nincompoop like you."

Parsons, in no enviable frame of mind, fell in with the relief at nine o'clock, and trudged off to

[Continued overleaf.]



Ho



## A PRESENT

The courage and endurance of War are beyond all praise. War has entered into the struggle of the Empire are universally recognized as that shown in our photo-



# THE 57TH FOOT.

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ET • FENCING PRACTICE

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[Continued overleaf.]

## Honouring the Brave on the Western front.



### A PRESENTATION OF MEDALS: A STIRRING INCIDENT BEHIND THE BRITISH LINES.

The courage and endurance of our troops in the great European War are beyond all praise, and the high motives with which they entered into the struggle and promptly answered the call of the Empire are universally recognised. And, even in the stress of war-time on the actual fields of battle, there are incidents, such as that shown in our photographs, which come as welcome recog-

nitions of their patriotism. Our first picture shows the march-past at a presentation of medals: in the second is seen the band. The long white country road, the soft light in the sky, the great sense of space, are very characteristic of French landscape, and our stalwart troops and distinguished officer taking the salute form a notable picture.—[British Official Photographs.]



No. 11, where he was left turning over in his mind the fate of his murdered predecessors. For a consideration, some sentries were understood to have let French prisoners pass; but the more honest got a knife in their gizzard. Parsons was of the incorruptible class.

The night was pitch-dark, the wind, blowing great guns, howled and roared in the chimneys of the prison, the rain came down in bucketfuls. Parsons, already drenched, took post, with the Sergeant's parting and comfortable advice ringing in his ears --

"Mind you keep a sharp look out. This is the sort of night those rascals will try something desperate. It was just such a night as this when the poor Flintshire man got stuck; and you've no lantern, you know, like the others; so be alive, my men, and take care of yourself. We'll be with you in a crack, as soon as we hear your shot or call."

"Monstrous pleasant!" thought William, as he looked inside his box for the Service great-coat kept there for all occupants. In those days, Thomas Atkins had no regular great-coat of his own, and the guard-coats had to do duty for men of all shapes and sizes. The garment Parsons seized hold of was more than twice too big; the sleeves hung down far over his hands, the skirts trailed in the mud. It was no use; best keep his freedom of action and be soaked. Ankle-deep in mire, he did his "sentry go" in the narrow lane, and kept his ears so sharply open for untoward sounds that even the storm

in front of his box was flooded, knee-deep, but he leapt across the puddle to shelter. As he alighted within, the box gave a rock and a heave, and toppled over, door downwards, with William inside, "boxed" as neatly as ever was any old London Charlie by a party of roysterers. He was quite helpless, chin-deep in water.



A LAMB AS MASCOT: "MAZEP" OF THE P.A.M.C. IN EGYPT AND ITS DAM. (Photograph by C.N.)

growing every moment deeper. By craning back his head, he could just manage to breathe, but not for long. To shout or kick was useless.

But, luckily for William, he fell almost at the quarter of the hour. The cry rang from post to post: "No. 1, All's well. No. 2, All's well"—and so on. There was no shout from No. 11. The patrol came up at the double, and poor Parsons was released. The officer on duty carried him off to his own room, gave him mulled elder wine and brandy, made the sufferer strip and go to sleep in warm blankets.

Parsons had jumped better than he knew. That stormy night had, indeed, been chosen by the prisoners for an attempt at escape. For months they had been tunneling a way out of prison across the lane and into the yard of the Blue Boar. Their tunnel, as it happened, passed right beneath the sentry-box. When Parsons jumped, he drove in the roof of the subterranean passage, and stopped it up, thus frustrating the majority of the captives' effort. A few, who had already got clear away to sea, were soon recaptured by the naval patrol. The militiaman therefore had the satisfaction of knowing that he had done his duty in the most thorough and efficient manner by merely sticking to his post through thick and thin. It was a curious coincidence that on the day when the escaped men, who had been caught off Cherbourg, were brought back, Parsons was again on guard at Fortune Prison.



THE EGYPTIAN CAMPAIGN IN THE SINAI DESERT: MOUNTED AUSTRALIAN TROOPERS BRINGING IN BLIND-FOLDED TURKISH PRISONERS.—[Photograph by C.N.]

would hardly have prevented his hearing anything ominous. So he paced his round and gave his calls faithfully, although the mud grew heavier and his skin wetter every minute. Suddenly a gutter in the prison caves burst, and gave Parsons an extra shower-bath. The space

## Rescuers



## REGIMENTAL DOGS

The value of trained dogs in the field of battle is well known. On the "pious monk" track down and save under the snow. Our first photograph shows dogs marching with the



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## Rescuers of Wounded; and a British Band in France.



### REGIMENTAL DOGS ON FRENCH BATTLEFIELDS;—BRITISH MILITARY MUSIC ON THE SOMME.

The value of trained dogs for use in finding and rescuing wounded soldiers on the field of battle is as widely recognised as that of the dogs of the "pious monks of St. Bernard," which they use to track down and save unfortunate travellers from catastrophes in the snow. Our first photograph shows some trained regimental dogs marching with the French troops to a battlefield, where their

instinct and their training make them of real service in scenting out the wounded and so aiding other helpers in the good work of rescue. Our second photograph shows a group of French soldiers listening to the playing of a British military band in the open air in a town on the Somme. Players and audience make a characteristic scene of war-time on the Somme. [French Officers Photograph.]



## The french front on the Marne.



## VILLAGE FORTIFICATION: DEFENCE WORKS IN AN ENTRENCHED POSITION ON THE OUTSKIRTS.

In the region of the Upper Marne, in the Haute Marne department, across the tract of country lying south and west of Verdun, Metz, Nancy, and the Vosges, the French reserve armies on that front stand strongly entrenched, exactly as though the enemy were directly facing them with only a strip of "No Man's Land" between. The great battle of September 1914, the "Battle of the

Marne" so called, was fought further westward, along the central region of the river's course and nearer Paris where the Marne joins the Seine. A locality in one of the French entrenched lines, extending across the Upper Marne country, is shown in the above illustration, at a certain point on the outskirts of a village. All is kept as against an immediate attack.—[French Official Press]

## ALERT

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#### POSITION ON THE OUTSKIRTS.

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### The french front on the Marne.



#### ALERT AND READY: A MACHINE-GUN POST IN [A MASONRY SHELL-GAP;—ON SENTRY.

At places along the extensive French Marne front, salients in the line of entrenched positions stretch out, in following the lie of the land, until close to the more advanced German positions. At such points the sharpest watch is kept by the French day and night. The soldiers are on the alert at all hours, with, so to speak, finger on trigger every moment. Buildings within the

lines in these localities are kept prepared for defence. They are garrisoned by troops well provided with machine-guns, etc., while sentries and snipers keep watch from every point of vantage, as seen in our illustrations here. The upper illustration shows a machine-gun at a gap in a shell-damaged wall, the lower, a sentry posted on a half-destroyed building.—[French Official Press.]





# Preparing a "Sausage" for an Ascent: Preliminaries at a



A DEFLATED FRENCH KITE-BALLOON BEING GOT READY TO MAKE AN ASCENT

For obvious reasons, it is impossible to go into particulars in regard to the *modus operandi* and up-to-date processes connected with the war arrangements for the management of "kite" or "observation" balloons. They have, however, been brought to a wonderfully practical state of efficiency, both by ourselves and the French. As is generally known, kite-balloons, like other air-machines for military

SOLDIERS REGULATING THE purposes behind the lines, have their or entirely deflated and stowed on platform much as ordinary spherical balloons are



" for an Ascent: Preliminaries at a Kite-Balloon Station.



GOT READY TO MAKE AN ASCENT:

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SOLDIERS REGULATING THE FOLDS OF THE ENVELOPE DURING INFLATION.

purposes behind the lines, have their own depôts. According to the exigencies of the hour they are kept there either partially inflated,  
or entirely deflated and stowed on platforms on the ground surface. One in the latter condition is seen above, being filled with gas,  
much as ordinary spherical balloons are filled, while soldiers attend to the folds of the fabric as the gas spreads within.—[Photo. by C.V.]



## FOOTNOTES TO ARMAGEDDON: XXV.—PRECAUTIONS.

GILLAY was a nap-hand at taking precautions. He could preach sermons at any moment of the day about Prevention being better than Cure. It is said that, when "Grub Orderly" in the O.T.C., he took the precaution of washing the potatoes with Sanitas for the benefit of the Mess health. . . . That will give you an idea of his mind.

When Gillay's battalion was memoed to provide drafts to be ready to go to the front at a date indefinitely defined, Gillay began taking and laying in precautions after a pantechicon manner. He took for his text the line "Man must be ready to meet all things, from those small items that bite to those large items that eliminate one with the sound of 'cr-rump.'" He began to haunt the A.I. stores, and to study all those advertisements which offered articles guaranteed to check vigorous vermin and spent shrapnel. And he began to buy.

He bought a British Warm, and a British Warmer; trench socks, oiled-silk trench over socks socks. He bought trench-boots of the kind

splinter-proof breeches. His arsenal of trench-macs might have made a museum proud, and he had tunics from the steel-stiffened variety to the apoplexy-mitigating kind in disguised alpaca. I cannot go into the full details of his military trousseau—there is not space; but he had everything complicated and life-saving on the market, and some of it had to be done up with spanners.

In the medical line, in addition to the whole Drug Department of Har-riges, he had three kinds of body cords, each certified to stop the rush of one of the three main insectile allies of the Central Powers. Also, he had everything that was lethal and irritating to bugs and their brothers in paste and powder and squirting vapours. Again, he had a cholera-belt, and an influenza-

belt, a mumps-pad, and a next-to-the-skin Sam Browne that was considered to be most final with lambago, that-tired-feeling, and German measles. He had a complete set of patent splints, so patent that he never succeeded in finding what limbs they were intended to support.



MEN FROM M. VENIZELOS' NATIVE ISLAND COME TO JOIN THE GREEN NATIONALIST FORCES: CRETAN GENDARMES ARRIVING AT SALONIKA. [Original Photograph.]

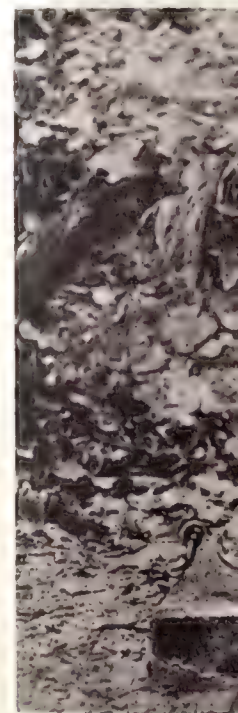


GERMAN PRISONERS UNDER FRENCH ESCORT IN FRANCE: MARCHING THROUGH A VILLAGE, HEADED BY SOME OF THEIR OWN OFFICERS.—[Photograph by G.N.]

that will allow nothing to penetrate into their interior—not even a foot. And gum-boots to go over trench-boots. And waders to go over the gum-boots that go over trench-boots. He also bought damp and fire resisting pants, and

In armour, he had a head-cap (Best Triple-chilled, Houndsditch Steel), a body-belt that would resist anything up to 120-mm. (H.E.), but which also, and most accommodately, cauterised and bound up the wound automatically if it failed

[Continued article.]



### AERIAL-TORPEDO

In the trenches on occasions—perhaps, indeed, quite as the larger kinds of artillery expenditure so constant of a continuous supply of depôts further in rear. A



# PRECAUTIONS.

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THROUGH A VILLAGE.  
[Phot. by C.N.]

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[Continued on p. 26]

## Aerial Torpedoes and a Trench-Mortar.



### AERIAL-TORPEDO WARFARE: A TORPEDO-SUPPLY CONVOY ON THE ROAD; A TRENCH-MORTAR.

In the trenches on occasion they use aerial torpedoes almost as fast—perhaps, indeed, quite as fast, and on as extensive a scale—as the larger kinds of artillery use their own sorts of shells. The lavish expenditure so constantly going on necessitates the keeping up of a continuous supply of fresh material from roadside dumps and depôts further in rear. A continuous stream of transport columns

bringing up reserve aerial torpedoes has consequently to be maintained. A French column, consisting of a train of one-horse high-carts, specially built with iron wheels, is seen in the upper illustration. The lower illustration shows a trench-mortar at close quarters. Its ingenious mechanical details and points, the elevating and traversing gear, and mounting, are seen to advantage. [Phot. by C.N.]



to resist anything up to 120-mm. (H.E.); and under these he wore, in action, a mail shirt of 18-carat proof and a vest of asbestos—well, that was the idea he gave, anyhow.

When he had collected all these things, he said that he felt quite certain he would do extremely well in the trenches—in fact, he had a fond hope of bringing to his regiment some of the prestige of the Tank.

Indeed, Gillay was looking forward with infinite pleasure to the testing of all these patent things "over there"; he was keen to go. His desire was only slightly mitigated by the sudden discovery that, in order to get "over there," a certain amount of water had to be crossed, that that water was notably unstable, and that he had neglected to provide antidotes. This discovery

Not even an uncharted reef somewhere off the French port rose up and struck the ship; he landed without a waistcoat having been put to the test.

But he recovered his happiness. He thought, "Well, the trenches will be my vindication! I have not forgotten one thing that will render bullets harmless, or insects hopeless, or sickness-germs homeless. I am ready, enormously ready for the trenches."

He put on as many belts and cords and body-armour as the human frame would support, and stood by the rest piled in mass. He was in a sort of ecstasy as he stood there, picturing his careful and superb immunity in the firing line.

A Brass Hat wandered anxiously among the draft. The Brass Hat was asking plaintively if



AN OPEN-AIR THEATRE BEHIND THE FRENCH FRONT IN THE SOMME: THE "AUDITORIUM," WITH SOME WOMEN IN THE "STALLS."—[Photograph by C.N.]

was only momentarily alarming. After the moment he discovered a new zest. He filled his final forty-eight hours in buying all the safety waistcoats (that save, warm, and have pockets for a three-course lunch in one), the neck-collars, the automatic life-belts, and the pocket portable rafts he could trace.

He came up to the draft-train beaming. You knew that the whole proceedings hereafter were to be triumphal vindications of the great white spirit of precaution.

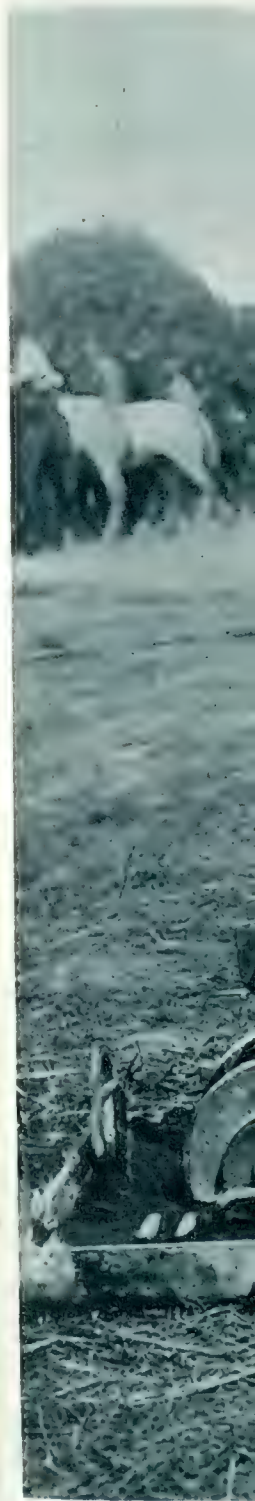
He was rather fearful that the train would be derailed—he remembered, too late, that he had not bought anything to check the impact of a railway-carriage or two . . . The sight of the boat re-stimulated him. He laughed at the sea. He had everything that would settle any watery nonsense it might attempt.

He sat up all night, a Colossus of cork and pneumatics, waiting for the ship to strike a rock, or a torpedo to strike the ship. The deplorable British efficiency rather marred his satisfaction.

Heaven had sent over anything that understood the conduct and supervision of architectural and surveyor's drawing. In a moment of absent mind Gillay admitted he had all the qualifications.

Eighteen months later, an officer of Gillay's battalion returned to this French port after satisfying the Medical Board that his second wound was nothing to speak of. In a curious moment he looked into an architectural orderly room—a beautiful place, dirtless, free from chills, as comfortable as a London club—and there was Gillay. Gillay was still working there doggedly, in a spot where neither vermin nor trench-mud nor spent shrapnel could reach him. In a corner of Gillay's billet was a massy pile of preventive kit slowly mouldering to ruin. Gillay said—

"Would you like any of that kit?—I'll never need it. But I say, do you happen to know of anything that will save a man from getting writer's cramp?" W. DOUGLAS NEWTON.



#### USED 'ALTER

A French trench-mortar, shown in the above illustration ready to fire. As seen, the gun by means of a rear sight, and goes down powder charge or propellant.



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THE "AUDITORIUM,"  
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## The Aerial Torpedo in Trench Warfare.



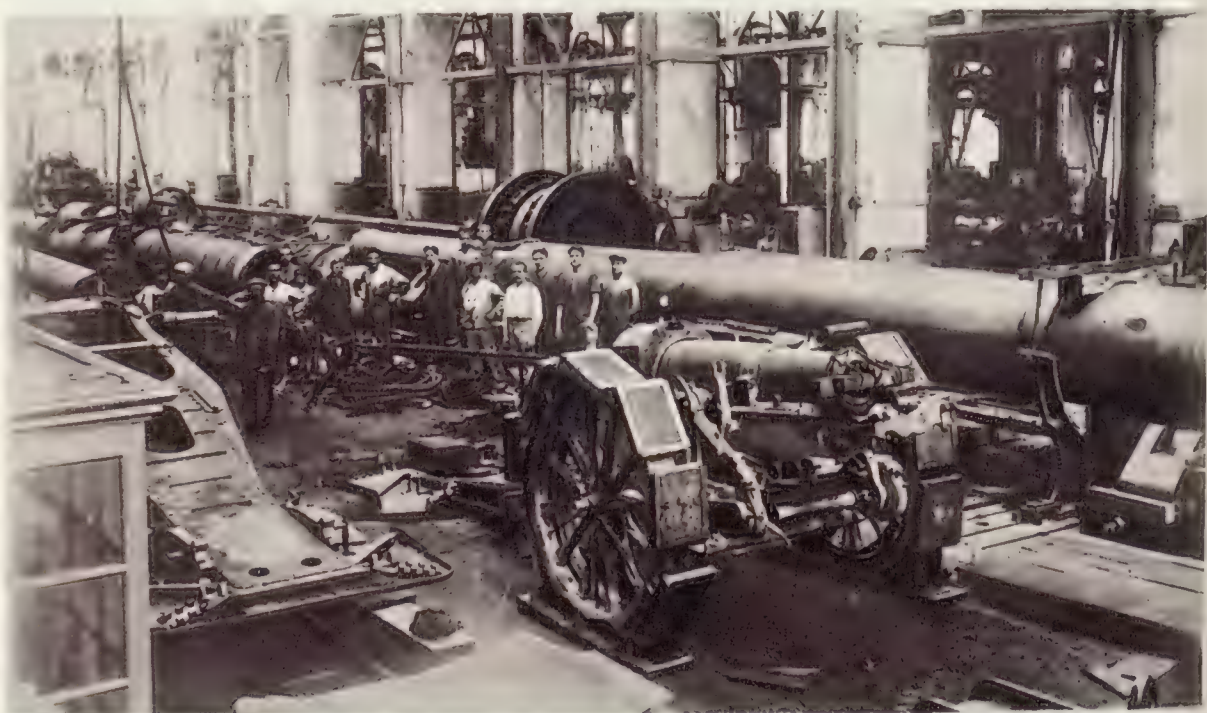
### USED ALTERNATIVELY WITH BOMBS: AN AERIAL TORPEDO IN A TRENCH-MORTAR.

A French trench-mortar, similar to the German *Minenwerfer*, is shown in the above illustration loaded with an aerial torpedo, ready to fire. As seen, the torpedo is placed in position in the gun by means of a rear spindle, or tail, which is inserted into the bore, and goes down the barrel until its butt rests on the powder charge or propellant cartridge. The steadying vanes or

tail-planes—from which additions, as a fact, the missile takes its name of "torpedo," as resembling in that feature the marine torpedo—clear the barrel on the outside. The big spherical bombs which the trench-mortar also fires are held in position for firing by means of a similar spindle inserted into the barrel and handled by the gunners in the same way.—[Photo, by C.N.]



### At a Great Italian War-Munitions factory.



#### INSIDE THE WORKSHOPS: AN "ERECTING" SHOP AND "MEDIUM" HOWITZER; A STEEL-CASTING SHOP.

The Italian war-munitions establishment, views of which we give on this and the adjoining pages, is largely occupied in the manufacture of artillery of all sizes. It turns out guns and mountings complete, and practically ready for service. The lower illustration shows part of an "erecting" shop for medium and large guns, where raw and finished parts are fitted together, com-

pleting the weapon. A medium-sized howitzer is seen in the foreground with its carriage on girdle-plate or "caterpillar" wheels, practically ready to leave the works. The upper illustration shows a "ladle" of molten metal close to the furnace door. The pipe above the mouth of the ladle comes from the incandescent steel inside. — (Photo by C.N.)

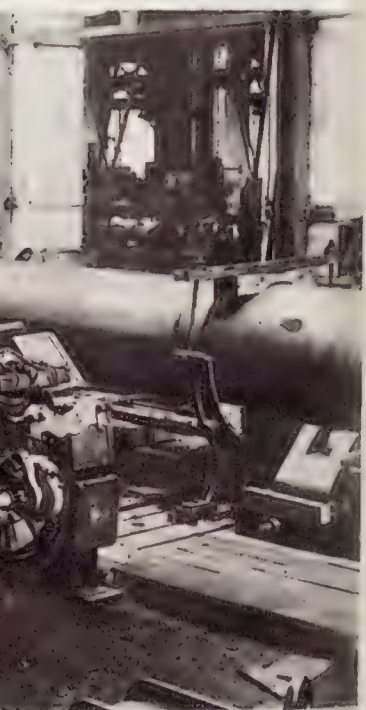


#### INSIDE THE WORKS

The munition-works to which that facing refer, are among the world. They form the leading in Italy, and in size and comparison with French Creusot Works and our own we get a glimpse inside



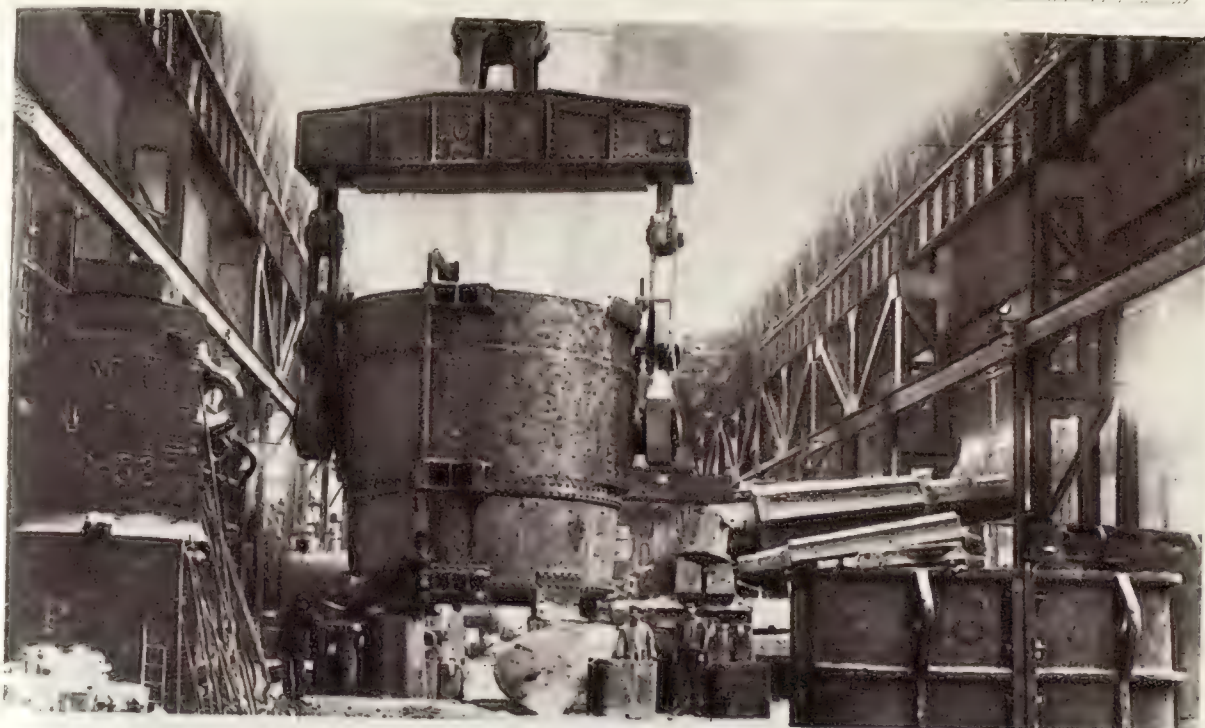
factory.



WITZER; A STEEL-CASTING SHOP.

A medium-sized howitzer is seen in the foreground on girdle-plate or "catapult" wheels, ready for the works. The upper illustration shows metal close to the furnace doors. The lower illustration shows the ladle coming from the incandescent steel.

# At a Great Italian War-Munitions factory.



INSIDE THE WORKSHOPS: A "LADLE" FOR TRANSPORTING MOLTEN METAL; A CASTING SHIFTED.

The munition-works to which the illustrations on this page and that facing refer, are among the largest establishments in the world. They form the leading arsenal and foundry establishment in Italy, and in size and completeness go far towards rivalling the French Creusot Works and our own Elswick. In the upper illustration we get a glimpse inside one of the steel-foundry workshops,

showing an enormous "ladle" for molten metal, a monster bucket, or vat, in shape. It is shifted from furnace to mould as required on an overhead travelling-crane, and works on a hinged pivot, by means of which it tilts to empty its contents. The second illustration shows a giant casting, fresh from its mould, suspended while being moved to undergo the next process.—(Photos. by C.N.)





## "An Exchange of Powers and Duties": French Troops Replaced



THE EXTENSION OF THE BRITISH LINE IN FRANCE: FRENCH TROOPS WHOSE SECTOR OF THE SOMME FRONT W

It became known a few weeks ago that the British Army in France had taken over a further section of the French front in the region of the Somme, though the precise situation and limits of our new line were, naturally, not stated. The movement was announced by the special correspondent of the Paris "Journal" at British Headquarters, M. André Tudesq. "While the guards in the trenches," he writes, "showed immediately to the rear was effected and villages reappear with added glori



# and Duties": French Troops Replaced by British on the Somme.



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 in the trenches," he writes, "showed redoubled vigilance, an exchange of powers and duties between the two Allied Armies  
 immediately to the rear was effected with the utmost order and success. You will soon see the names of our celebrated woods  
 and villages reappear with added glory, but in the British instead of the French communiqués."—[French Official Photograph.]



# A Reminiscence of the Tanganyika Expedition.



OXEN HAULING A BRITISH ARMED MOTOR-BOAT IN AFRICA: THE CLIMB TO THE MANICA PLATEAU.

Although it is long since the armed motor-boat expedition to Lake Tanganyika was brought to a successful issue, the interesting character of the photographs on this and the opposite page, which have only just reached us, makes it unnecessary to apologise for reverting to the subject. Our readers may be reminded that we gave a detailed account of this wonderful cross-country expedition,

with photographs, in our issue of May 17 last. The force under Commander G. B. Spicer-Simson, left the Thames in June 1915, and landed at Cape Town. An advance party, with native woodcutters, was sent on ahead to cut through tropical forests a route along which the traction-engines hauling the wagons carrying the motor-boats could pass, and where water could be procured. The

# The “



A TRACTION-ENGINE D

expedition reached Lake Tanganyika. Within a few days the two British forces had sought out and defeated the German command of the lake. The British then moved up the hills to the plateau above the sea. The wagon carrying



## Expedition.



## TO THE MANICA PLATEAU.

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## The "Mimi's" Overland Trek to Lake Tanganyika.



## A TRACTION-ENGINE DRAWING THE ARMED MOTOR-BOAT "MIMI" IN AFRICA: CROSSING A BRIDGE.

expedition reached Lake Tanganyika about the following Christmas.  
Within a few days the two British boats, "Mimi" and "Tou-tou,"  
had sought out and defeated the German naval forces, and obtained  
the command of the lake. The left-hand photograph illustrates  
the climb up the hills to the Manica Plateau, which lies 6400 ft.  
above the sea. The wagon carrying the gun is being drawn by a

picturesque team of oxen along one of the many roads that were  
constructed, with cuttings and bridges, through tracts of virgin  
forest. The photograph on the right-hand page was taken during  
a trek across the plains, and shows a traction-engine drawing  
the "Mimi" on a wagon across a bridge. No fewer than 17  
such bridges, about 80 ft. long, were built by the British force.



## WOMEN AND THE WAR.

BEFORE the war most people—perhaps it would be more correct to say most men—seemed tacitly agreed that battlefield bravery was essentially a masculine monopoly. Women who showed great physical courage were regarded as out-of-the-way and rather unfeminine creations by a race of men who, evidence to the contrary notwithstanding, still clung to the idea that woman's principal and most suitable rôle was that of plaything and dependent, someone who liked to "make believe" at being useful, but who in reality was made to be sheltered and cared for.

It was a pretty, if very silly and grotesque, superstition, and one that has been completely dissipated by the stern realities of the European war. Not so very many months after August 1914 the nation woke up to the fact that the women were "indispensable" in the literal sense of that now elastic term, and realised that Lord Derby's words "Women are now part and parcel of our great army. Without them it would not be possible to make great progress. With them I believe victory can be assured," contained no exaggeration. When victory is won, and peace that the Kaiser is longing for comes at last, it will be the direct outcome of women's labours both in the munition field and other spheres. Women's war work, however, has not been confined to hospital labours, or

commercial, social, and philanthropic activities at home. Not a few of them have faced danger and death in the battle area, and, though they are not asked to "man" the trenches, there are numbers who know what it feels like to be under shell-fire.



WAR-WORK FOR A PRINCESS: PRINCESS GALITZINE MAKING SURGICAL APPLIANCES.

Princess Galitzine has devoted herself energetically to war-work, and is seen in our photograph making waterproof papier maché splints at the Headquarters of the Surgical Appliance Association in Chelsea.—[Photograph by Sport and General.]



A LADY SHOEMAKER: LADY LAWRENCE DEMONSTRATING IN HER CLASS.

Lady Lawrence has a class at Purley where ladies are taught to make shoes for wounded soldiers out of pieces of oilcloth and carpet, and is seen in our photograph demonstrating the finishing of a pair. Lady Lawrence is the wife of Sir Joseph Lawrence, J.P., of Oaklands, Kenley.—[Photograph by Photopress.]

ings as temporary hospitals. They received, in addition, a thorough grounding in stretcher-drill, moving helpless patients, improvising and applying

Amongst those who have faced the actual realities of modern war are the members of the First Aid Nursing Yeomanry Corps, an organisation the members of which have been on active service since September 1914. Long before the war clouds had gathered on the horizon—in 1909, to be precise—the F.A.N.Y. Corps was organised with a view to helping the Royal Army Medical Corps in the event of this country becoming involved in hostilities. The idea was to train a body of women able, if circumstances demanded, to take over wounded from the R.A.M.C. units at clearing hospitals or dressing-stations, and convey them to base hospitals or the railhead.

For such work to be successfully accomplished training was, of course, necessary, and members, under R.A.M.C. instructors, worked hard to learn to move, feed, and look after patients in a skilled fashion, and became adepts in the art of erecting rest-stations, and preparing tents, sheds, and other unlikely build-

(Continued overleaf)

## The Poit



## FROM TWO FRENCH

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## WAR.

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[Continued, overleaf]

### The Poilu "Shopping"; and Packing a German Aeroplane.



#### FROM TWO FRENCH FRONTS: A SOLDIERS' SHOP ON WHEELS; A CAPTURED ENEMY AEROPLANE.

The upper photograph, taken on the French front, shows a travelling shop, known as a *camion bazar militaire*, halted in a village and doing business with men off duty. A system of co-operative stores, run by soldiers for soldiers, has been successfully organised by the French, for enabling men, in remote places to provide themselves with various articles that they require. Whether the

motor-wagon shown in our photograph is associated with this scheme, our information does not state. In the lower photograph some French air-mechanics are seen packing up the parts of a German aeroplane brought down on the Eastern Front. The distinguishing German mark, resembling the Iron Cross, may be observed.—[Photos. by Newspaper Illustrations.]



splints and bandaging; they cooked, took First Aid and Home Nursing certificates, and acquired in addition a brief experience of actual hospital work. Riding and the care of horses were other subjects taught; but, inasmuch as the present war has practically abolished mounted work, the corps has substituted a motor service in its stead.

The month after war was declared found the F.A.N.Y. hard at work for the stricken Belgians in Antwerp, where members did motor ambulance and hospital work, and, later, at Ghent and at Calais. At the last-named town, whither a detachment of six trained nurses and ten assistants was sent in October 1914, the Belgian Military Medical Service entrusted the Corps with the nursing in the Lamarek Military Hospital—an institution with about a hundred beds, where work was carried on until October 1916, when the hospital was closed.

Hospital work apart, the Corps has a fleet of motor ambulances which for many months worked on behalf of our Ally, going to and from the front carrying clothing and comforts for the soldiers, as well as transporting wounded from advanced dressing-stations to the nearest hospitals. Several members, too, worked at regimental aid-posts behind the first line of trenches on the Yser, helping the battalion doctors to cope with rushes of wounded. Others were in charge of a



ON THE BAKERLOO TUBE: A GATE-OPERATOR AT WORK.

Women are now employed on the Bakerloo Tube Railway, and one is seen in our photograph, at work on the train. They have already shown aptitude and commendable care in the discharge of their duties.—[Photograph by L.N.A.]

motor-bath at an aviation ground near the front; others still were responsible for a motor-kitchen providing soup and coffee for the wounded.

Since Jan. 1, 1916, the First Aid Nursing Yeomanry Corps has been accepted by the British military authorities, the British Red Cross Society, and the Order of St. John as motor-ambulance drivers and mechanics for convoy work in Calais for British wounded. It is just over a year since the men drivers of the B.R.C.S. at Calais were replaced by the Corps drivers, who



ENTER—THE GIRL ON THE TAXI: THE LATEST INNOVATION.

The woman taxi-driver has been known in Birmingham as the person of Mrs. Butler, who is in the employ of the Birmingham Motor Company, and is here seen actually assisting two wounded soldiers to enter her taxi. [Photograph by L.N.A.]

have since been entirely responsible for this work, and are not a little proud of the fact that their organisation was the first women's corps to be officially entrusted with the conveying of British wounded in the zone of armies, and that the approximate number carried during the year amounts to 18,081 stretcher and 46,621 sitting cases, not to mention the 30,000 carried in the sisters' and convalescent car.

Successfully to meet the increasing demands for its services the Corps needs more recruits for convoy work, who must be twenty-three years of age, and are required to serve a four months probation before they are considered eligible for permanent membership of a convoy. They must provide their own uniform, be experienced drivers capable of doing their own running repairs, and pass the driving test imposed by the British Red Cross Society. While on active service the convoy have their own camp, and free first-class tickets are supplied to and from England and France to convoy members. Those who want any further information on the subject should write to Miss Janette Lean, First Aid Yeomanry Headquarters, 192, Earl's Court Road S.W.  
CLAUDINE CLEVE



#### AN ANTI-AIRCRAFT

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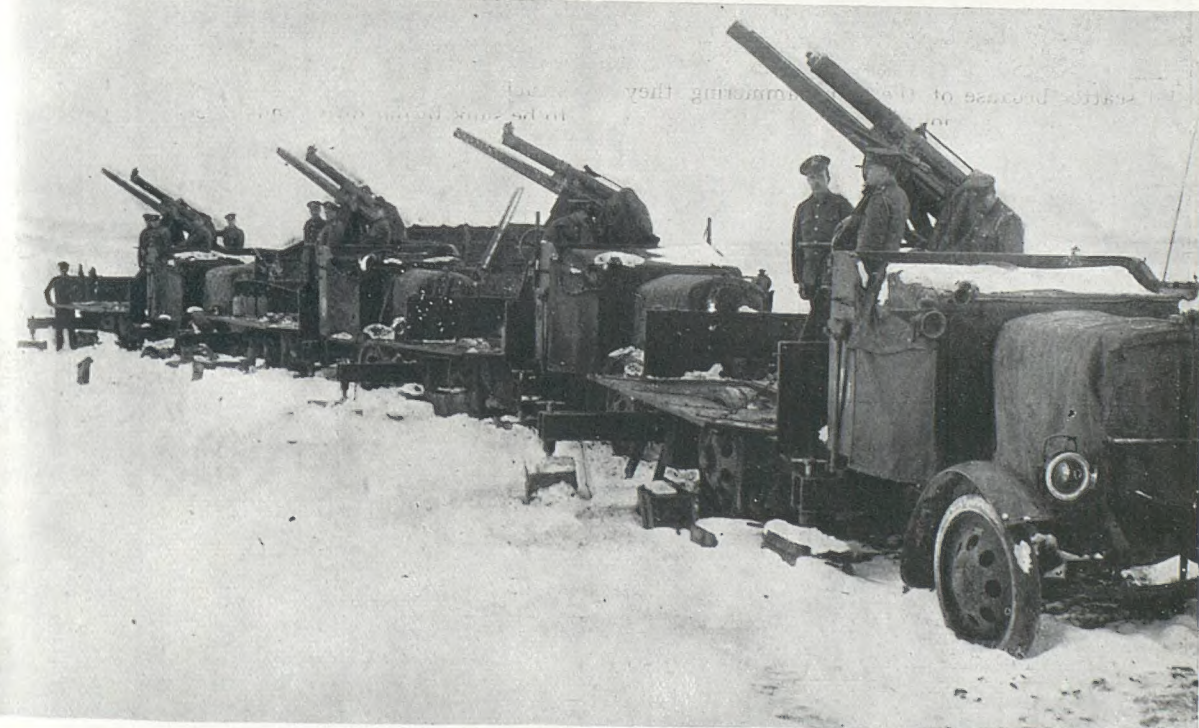
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...CLAUDINE CLEVE.

## A Snowball "Battle" on the British front.



AN ANTI-AIRCRAFT MOTOR BATTERY IN THE SNOW: GUNNERS SNOWBALLING; AWAITING ORDERS.

The automobile anti-aircraft batteries of light rapid-firing guns, which are on service with the armies all along the Western Front, have, however severe the weather, to be "out and about" at all hours and on watch at their appointed stations. Many of these are in the open and in very exposed localities at road junctions and places selected as being open all round and affording wide

circles of view. However deep the snow, anti-aircraft guns may be wanted anywhere and at any time. Also, on occasion, the batteries have to go off "on their own." The upper illustration shows an anti-aircraft battery in the snow, and its gunners snowballing while awaiting orders; the lower illustration shows the battery at its exposed post.—[Official Photographs.]



# Winter War Time on the Western front.



IN THE SNOW: A WORKING PARTY BRINGING UP STOVE-PIPES; A CAMP OF NISSEN HUTS.

In these times there is no thought of an army going into winter quarters in the manner which was the invariable rule in the old days. In former wars, with the coming on of the winter months—at the end of October usually—all armies prepared, as it were, to hibernat as a matter of course: sheltering in cantonments near large towns until time for the spring campaign to open—in April,

in most years. Soldiers to-day keep in the firing-line ready for battle, winter or no winter, and make shift at sheltering themselves as best can be managed. The upper illustration shows a working party bringing up stove-pipes in the snow and passing a big gun. The lower shows a range of Nissen huts under snow, a short way in rear of the battle-line.—[Official Photographs.]



THE WINTER WAR

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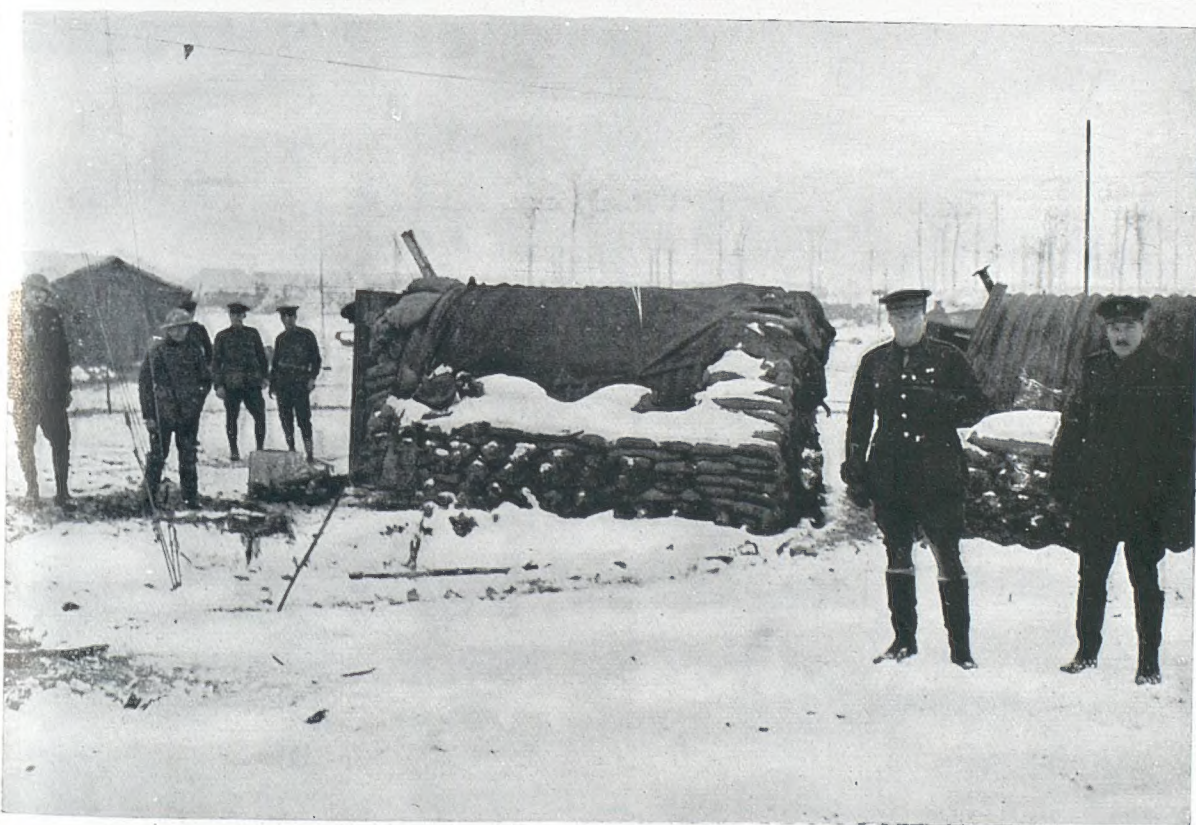
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[Official Photographs.]

## The Snow Carpet on the British front.



## THE WINTER WAR: SCOTTISH TROOPS HALTED IN THE SNOW; AND TWO LARGE DUG-OUTS.

A fall of snow recently carpeted the ground on the British front, lending an unwonted touch of picturesqueness to what are usually scenes of desolation. Snow, however, did not put an end to fighting, as we learn, for example, from Mr. Philip Gibbs' account of the Canadian raid near Calonne. "Behind the German lines," he writes, "these (miners') cottages can be clearly seen with snow

on their roofs, 'strafed' but not destroyed by shell-fire, and the black slag-heaps—the Double Crassier—are crested with snow. . . . The attack was in the daylight last Thursday morning. The men themselves preferred the light. It had been snowing all night, and there were four inches of snow. The Canadians liked that also, as it gave them a 'homely' feeling."—[Official Photographs.]



## In a German Prisoners' Detention Camp.



### WHEN THE DAILY COUNT TAKES PLACE: ON PARADE BEFORE DINNER; GERMAN PRISONER TYPES.

The German prisoners in France, while being treated with every humane consideration for their well-being, are at the same time kept, as a matter of course, under strict military discipline in all that has to do with the normal service routine. Given work to occupy themselves with daily, at stated hours they are paraded and their numbers carefully checked to detect and prevent escapes,

one special parade being held on the men mustering for meals. Prisoners at a detention camp, fallen in by squads before their mid-day dinner, are shown in the upper illustration. Some of the Germans have their soup-basins and tin canteens in hand, ready to file past the cook-house and receive their portions. The second illustration shows typical German prisoners.—[Photos. by C.N.]

## The



### STEEL HELMETS AND